

# Formula Prostocks Pre 98' Classic Superbike Cup

## TECHNICAL REGULATIONS

Our Objective: To provide fair, affordable, and competitive racing for enthusiastic and like-minded racers.

To provide a friendly, close knit environment for racers, where inclusion is the norm and family and friends can enjoy their hobby in a safe and well organised environment.

To promote racing on a level playing field where genuine talent is recognised and encouraged.

To promote enjoyable, close racing to a wider audience and encourage participation from further afield.

Although this is a 'modified' series, it is still a production based class with only mild tuning allowed (such as change carbs / jetting, cams and cam timing..) strictly NO big bores or oversizing of any sort. Maximum limit of 130bhp at the rear wheel (this may be checked at any time by the organisers).

This is NOT a 'cheque book' series, so if you feel that you need to spend £1,000's on tuning and modifying your bike to be at the front, then this is NOT the series or you!

If, on the other hand, you are into racing Classic Superbikes and like tinkering on them, then you are most welcome to come and join the friendliest UK paddock, Formula Prostocks Racing Club.

### Classic Superbike Cup Technical Regulations

Everything that is not authorised and prescribed in these specifications must remain in standard form, excluding paintwork.

#### **1.0 Eligible Machines**

Production Based machines which are upto 750cc four cylinder manufactured before December 31<sup>st</sup> 1997.

Post 97' bikes may be allowed if they are basically the same model and specification as those that were available 31<sup>st</sup> December 1997. This is purely by the discretion of the organisers.

Homologated machines include: Honda VFR750, RC30, Kawasaki ZXR 750, ZX7R, Suzuki GSX-R 750, Yamaha YZF 750.

#### **2.0 Fuel**

2.1 Only unleaded fuel, available from a roadside service station to current ACU regulations. E85 bio-fuel is also acceptable from roadside outlets.

2.2 Octane boosters and/or fuel additives are not permitted.

#### **3.0 Bodywork and Screen**

3.1 The appearance and dimensions must be as homologated wherever possible.

3.2 Single seat units or seat covers may be fitted to facilitate the use of race numbers.

Seat units specifically designed for racing are strongly recommended and are available from bodywork suppliers such as Mid Norfolk Mouldings.

3.3 A top fairing or full fairing as supplied as standard may be used or a race replica of this fairing can be used, if these are difficult to source a similar fairing of the same period may be used (but this will be at the discretion of the organisers), if in doubt please contact a rider representative or moderator to clarify before fitting. No modern types of fairing is allowed.

3.4 The seat may be altered (cut down) or replaced by race seat unit.

3.5 Engine protector pads may be fitted, but must be secured with lock wire or bolts (adhesive alone is not acceptable).

3.6 A front number plate/board must be fitted (Minimum W260mm H230mm) and no aerodynamic advantage should be gained. Front number boards designed specifically for racing are strongly recommended and are available from bodywork suppliers.

3.7 The top of the front number plate/board must be mounted so that the mounting+++ is no higher than the top of the front master cylinder.

3.8 Radiator cowls/side panels must remain 'securely' fitted to the machine.

#### **4.0 Steering Damper**

4.1 A steering dampers are allowed..

#### **5.0 Frame/Swingarm**

5.1 No alterations to the chassis/frame are allowed unless specified in these regulations.

5.2 Frame braising or strengthening is only permitted if it is discrete and doesn't change the original shape of the main frame.

5.3 Unrequired brackets, lugs and rear footrest hangers can be removed. Additional brackets or lugs can be welded on in order to mount seat units etc.

5.4 The side stand lug may be removed for safety reasons (ground clearance).

5.5 Any period swing arm can be used.

#### **6.0 Suspension**

6.1 Front Forks may be changed, but only one's from the same manufacturer may be used and of the same period.

6.2 Front Fork internal modifications are allowed.

6.3 Front Forks may be positioned in the yokes at any height.

6.4 Any quantity or type of fork oil may be used.

6.5 Any Rear Suspension Units can be used.

#### **7.0 Tyres**

7.1 Tyres must be treaded. Race compound are allowed

7.2 The cutting of extra tread grooves is forbidden.

7.3 Wheel balance weights may be discarded or added (all weights must be duct taped).

7.4 'WET' race tyres may be used.

7.5 Tyre Warmers may be used.

#### **8.0 Silencers and Exhaust Systems**

8.1 The exhausts and silencers may be changed.

8.2 The exhaust may exit on either side of the machine, or under the seat unit. The noise output must be within the 105db limit at all times.

#### **9.0 Spark Plugs**

9.1 Any make and type of spark plug may be used.

#### **10.0 Oils and Fluids**

10.1 Any type of lubrication, brake or suspension fluid may be used.

#### **11.0 Safety Wiring**

11.1 All drain plugs, external oil filters and bolts that enter any oil cavity must be safety wired. Engine protection covers must be safety wired.

## **12.0 Starter / Generators / Battery**

12.1 Starter motors and generators may be removed if so desired.

12.2 Any Battery can be used.

## **13.0 Airbox / Airfilters**

13.1 Airboxes and air filters can remain as standard or aftermarket ones will be allowed.

## **14.0 Carburettors**

14.1 Carburettors and jetting is free..

## **15.0 Oil Pipes**

15.1 Oil lines containing positive pressure can be as standard or be replaced with items of metal reinforced construction with swaged or threaded connectors.

## **16.0 Brakes**

16.1 The choice of brake pads is free

16.2 Brake callipers of the period can be any production type with up to 6 pistons per calliper, as long as it is from the same motorcycle manufacturer.

16.3 Brake hoses may be changed for braided lines.

16.4 Any road type master cylinders can be used from the period.

16.5 Any brake discs can be used up to 320mm diameter may be used (this includes Wavey type discs).

16.6 Dust seals may be removed.

## **17.0 Throttle**

17.1 Throttle control must be self-closing.

## **18.0 Breathers**

18.1 All motorcycles must have a closed breather system. No direct atmospheric emission is permitted.

## **19.0 Number Plates**

19.1 Must conform to ACU regulations.

19.2 Number plates must be fitted to the front and both sides of the machine. (See section 3.0 Bodywork)

19.3 All number plates will have a White background with Black numbers or class specific as per ACU hand book.

## **20.0 Kill Switch**

20.1 Motorcycles must be equipped with a functional ignition kill switch or button mounted on either the right or left hand side of the handlebars (within reach of the hand while on the hand grips) that is capable of killing the ignition to fully stop a running engine.

## **21.0 Footrests / Foot Controls**

21.1 Original footrests are allowed with riser plates to aid ground clearance.

21.2 Original rear pillion footrests must be removed, rear footrest brackets may also be removed.

21.3 Race style rear sets may be fitted.

21.4 Standard or race shift linkages may be utilised.

21.5 Quickshifters of any type are NOT permitted.

## **22.0 Wiring Harness**

22.1 Original equipment wiring harnesses can be used or specific race harness'

22.2 Redundant connectors may be removed providing no performance benefit is gained. This can be achieved by either cutting or unplugging.

22.3 For neatness & safety redundant & excess wiring should be secured in such away it causes no restriction to machine function (i.e. fork/yoke movement and steering).

22.4 If riders wish to run a keyless ignition aftermarket switches may be used in lieu of the ignition barrel.

## **23.0 Cooling System**

23.1 Must remain as homologated, aftermarket radiators and oil coolers are permitted.

23.2 No coolant is permitted only water, as per ACU regulations.

## **24.0 Engine**

24.1 This must be as original and from the same model as the chassis. Mild tuning will be allowed but the exterior appearance of engine cases should remain as standard. Except for drilling to enable lock wiring. Max capacity is 750cc four cylinder, NO BIG Bores allowed over standard tolerances. Maximum BHP at the rear wheel is NOT to exceed 130bhp.

24.2 Ignition systems are to remain standard.

24.3 An oil containment tray to ACU regulations must be securely fitted under the engine. Items designed for racing are strongly recommended and are available from bodywork suppliers .

## **25.0 Final Drive**

25.1 Sprockets may be changed from standard to aftermarket replacements.

25.2 The pitch of the chain is free

25.3 The front sprocket can be changed.

25.4 The rear sprocket size can be changed.

25.5 'O' ring and non 'O' ring chains are permitted.

## **26.0 Dynamometer**

26.1 All participants must provide a new dyno sheet of the machine in the exact spec it is to be raced, to be submitted with registration and prior to entering any FPR event, this will be held on file for future reference. We are planning on doing checks on a mobile dynamometer at certain meetings during the season, anyone who's machine exceeds the 125bhp limit (at the rear wheel) will be automatically disqualified from the results and will not be eligible to race until a new dyno run meets the maximum limit. Anyone caught exceeding the limit on more than one occasion will receive an instant club ban and reported to the ACU.

## **27.0 Speedo/Rev Counter**

27.1 The original speedo and rev counter assembly can be removed, retained (rev counter) or modified.

27.2 The use of aftermarket rev counters and shift lights is permitted.

27.3 The fitment of a rev counter is compulsory to aid with noise testing at circuits. No rev counter may result in riders being turned away from noise testing and refused permission to take part in practice and/or racing.

## **28.0 Handlebars**

28.1 Any Handlebars can be used.

28.2 Bar ends must be fitted to the handlebars.

### **29.0 Chain Protector**

29.1 A shark fin type chain guard must be fitted as per the ACU regulations to the underside of the swingarm on the drive chain side of the machine.

### **30.0 Wheels**

30.1 Standard wheels to be used

### **31.0 Rain Lights**

31.0 Rear facing lights must be fitted and working on all machines as per ACU regulations.

### **32.0 Items That Must Be removed**

Side and centre stands Rear view mirrors Traffic indicators

Front Lights

Rear Lights

Light fittings and left hand switch gear

Horn

Registration plate support

Pillion support bars

Stand handles

Internal gear of the mileage indicator (where applicable)

### **33.0 Class and Series Sponsors**

33.0 Club and/or series title sponsors' decals/stickers must be prominently displayed on machines where instructed by the organisers (if applicable) & checked at technical inspection.

### **34.0 Machine Presentation**

34.1 The organisers reserve the right to refuse any machine admission to the start if, on arrival at the technical inspection it is not in a presentable condition.

34.2 Machines should be maintained to a high standard and checked regularly before, during and after meetings by competitors to ensure continued compliance.

### **35.0 Aftermarket Components**

35.1 Aftermarket parts may be used.

### **36.0 Parc Ferme /Disputes/Challenges**

This is covered in the ACU handbook and minor queries should be directed through the FPR representatives. Check ACU Handbook for correct procedures.

### **37.0 General**

37.1 If there are any queries relating to these regulations contact a club representatives for clarification before competition commences.

### **38.0 Spirit is the class Rule**

Anything that is not mentioned above but is deemed by the organisers to not be within the class ethos will be reported to the Clerk of the Course (CEO) and his decision will be final.

**Please refer to the ACU handbook for standard race regulations, all machines MUST comply with both ACU and Formula Prostocks regulations at all times. Failure you to do so will result in disqualification and / or exclusion from the meeting / event. Anyone who is breach of these regulations more than once will have their club membership terminated with immediate effect.**

[Formula Prostocks Racing Club](#)  
[Pre 98' Classic Superbike Cup](#)

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